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and a special word of commendation is due for emphasizing the influence of James Wilson. One important omission is the absence of any account of Henry Clay and his work. More serious is the failure to discuss the developments from the time of Stevens to that of Roosevelt. Nothing is said as to the influence of the fourteenth amendment and its judicial interpretation, the increased activities of the national government, or the decline of the spoils system. No doubt it is more difficult to associate these developments with particular individuals; but the most salient features could have been brought out in connection with such men as Judge Harlan, John Sherman, W. B. Allison and Grover Cleveland.

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**Fite, E. D.** *Social and Industrial Conditions in the North During the Civil War.* Pp. vi, 318. Price, \$2.00. New York: Macmillan Company, 1910.

It used to be the fashion for historians of the Civil War to devote practically all their space to military events, with occasional references to politics. With every passing year more and more attention is now being given to economic and social conditions and less to military activity. Dr. Fite's book will help the future historian in making this readjustment, for he has not only shown that the whole energy of the North was not devoted to military affairs, but also that industrial activity was hardly checked and that industrial changes were taking place which were almost revolutionary in character. In agriculture improvements were being made and the production of the staple crops was increasing. The Confederacy had counted on intervention from England because of her interest in cotton. Dr. Fite thinks that Northern wheat prevented this intervention. The railroads enjoyed great profits from an extraordinarily heavy traffic and were beginning the system of consolidation and absorption which plays such an important part in modern life. War time manufacturing was enormously active in consequence of the raising of the customs duties and the increasing demand occasioned by wasteful war. The cutting off of Southern trade changed some of the currents of commerce, but hardly altered their volume. One is surprised to learn that the states were then virtually taxing interstate trade by tonnage and transit duties levied on the railroads. When it was proposed for Congress to exercise its power to regulate interstate commerce in a particular instance New Jersey protested in the name of her state sovereignty.

Dr. Fite has made a large use of source material and for the most part appears to have used it well. However, had he investigated a little further, using the census of 1860, he might not have accepted the popular view that the South was far behind the North in the matter of all kinds of education. Senator Blair long ago pointed out that the South in 1860 had a greater proportion of college students than the North. Unfortunately, she was not doing so well for primary education.

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